



Galt Traffic

September 2018

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Flying Further: Crossing Borders

by Deena Schwartz, EAA Chapter 932

For an experienced pilot, crossing a border might not be much of a challenge. But, for a new aviatrix, it's a very big deal!

This past year, I've looked for any reason to fly: I took my husband hours away for a pancake breakfast, I started flying to work; I flew to pick up some "project parts" for my husband; I flew out to spend a perfect spa weekend with friends at Kohler's Resort; I seized a day and flew with my son to an alma mater for a college tour. Then, there was my right-seat time in Hawaii with good friend, fellow new-aviatrix and EAA932's own award-winning website

designer, Meira Leonard.

But as pilot-in-command, my flying has been limited to Illinois, Wisconsin, Indiana, and Iowa.

Due to the barriers of time, money and weather, the distance I fly from my home base has remained limited. Yet as the "circle" has grown,

I've felt more at ease flying further away. So, with some anxiety - though mostly excitement - I am planning on flying to Canada to visit family for Canadian Thanksgiving.

I scoured the internet for info about flying to Canada and watched hours of

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YouTube flight videos. The AOPA website is a very good source.

Next, I sought advice from many pilot friends and fellow 99s.

Then, I had an opportunity to speak with Ian Brown of the EAA Canadian Council at EAA Oshkosh this year. He gave me a wealth of great information.

My goal: to fly across the border (and back) without a fighter jet escort, and thereby, spend a lovely Thanksgiving with family in Canada.

The legal stuff for a flight to Canada has been completed, and it seems like I have all my ducks in a row. Now, my flight planning begins.

It's nice to have a mission. Having "a why" most certainly pushes me to move into new and uncomfortable space. Uncomfortable? Yep. But I push myself for the simple reason that I know it's the only way I'll grow.

My plane has become my teacher.

Nothing in my life has ever boosted my energy and spirit more than the excitement of going after something just beyond my reach. Whatever I have done in my life, including my plans to fly across the

Canadian border, I've always found that working hard for a defined purpose has taught me more than I expected. Consequently, I've learned to seek projects and adventures that are just a little bit bigger than me. When I get my head, heart, and hands around whatever my goal is, the resulting smile you see is coming from every ounce of me!

I know I'll learn something surprising from this flight. I don't know what it is yet, and that's pretty exciting! ✈️



Click here to follow Deena's flight preparations on her blog, **Good Moxie**



Chapter Treasurer, Joe Feigel, took this shot while driving thru Freeport, IL on Route 20.



Bill Marinangel saw this 1/5th scale P51 at a fly-in resort on Lake in the Woods in Canada.

Bill says it's bigger than it appears in the photos and serves as a wind indicator for local seaplanes.



Planes on Posts

Have a photo to share? Attach it to an email and send it to editor@eaa932.org!

August Chapter Gathering: A Flyout to Rochelle

On August 11, the Chapter hosted a flyout to Rochelle Airport (KRPJ), just south of Rockford, IL, to enjoy lunch and watch the bustling activity at the Chicago Skydive Center. The weather was cooperative, and nine chapter members flew to Rochelle in three airplanes: Rich Kocken and Arnie Quast flew their Piper Archers and Dave Spitzbart piloted his C172.



Bill Tobin, Arnie's son, Thomas, Bill's grandson, Jaden and Arnie airborne in the Piper Archer

As we arrived, a beautiful Sling light sport pulled up next to us on the ramp. The Sling is owned and built by Joan and Bob Zaleski of Naples, FL, who reside up north during warm weather months.



Joan and Bob Zaleski joined us for lunch and we enjoyed some great conversation during our meal at the Flight Deck Grill.

Afterward, we watched a busy De Havilland Canada DHC-6 Twin Otter fly parachute jumpers. It was amazing how quickly the jumpers loaded and then were flown to altitude for their jumps. Watching them

come down was a remarkable sight with landings that were precise and graceful.

A flight to Rochelle from Galt is quick and easy, taking approximately 20 minutes. Food and service at the Flight Deck Grill is very good. The outside patio has a volleyball court and various lawn games to enjoy during lulls in the action. It's a great spot to fly to when you feel the need for some air time

but don't have time for a long-distance flyout. ✈️

Click for the **Flight Deck Grill**

Click for the **Chicago Skydive Center**



NOTICE

Would you like to get to know more of the members? Do you have ideas about the kinds of programs you would like the Chapter to be involved in?

You have an opportunity to help shape the direction and character of EAA Chapter 932. The positions of **President** and **Secretary** come up for **election** in November. *This is YOUR chapter,*

and your participation is essential for our continued success. Nominate someone that you believe can help move us into the future or consider running for one of the positions yourself.

Nominations may be emailed to president@eaa932.org or secretary@eaa932.org

Galt Traffic is published monthly on www.eaa932.org and also electronically distributed in PDF format to approximately 800 readers. You can download current and past issues from the chapter website at www.eaa932.org/newsletters.html. To be added to or removed from the distribution list, please contact editor@eaa932.org.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (www.eaa.org) is an international organization of members with a wide range of aviation interests, including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our website for more information about the chapter and events and activities at www.eaa932.org or on Facebook at www.facebook.com/pages/galt-airport-young-eagles/116543021696619



Off the Top of My Head

Cogitations from Jerry Thomas

Dreams in the Wind?

Both *Ecclesiastes* and the *Byrds* have proclaimed “*To everything there is a season...*” I can’t help but think that two items recently in the news may have somehow passed their “use by” dates.

The StratoLaunch

The first comes by way of “Wired” with a story about the biggest aircraft ever built. What started out twenty-two years ago as the brainchild of Burt Rutan, the renowned outside-the-box designer, and was ultimately made possible with funding from Microsoft co-founder, Paul Allen, has finally become a reality in 2018.

The design that Rutan had in mind was an aircraft capable of carrying vehicles to the outer edges of the atmosphere as a reliable and economical way of launching satellites into space. What was ultimately built over a 7 year period is a leviathan created of used engines, cockpit pieces, landing gear and electrical parts scavenged from 747’s with a wingspan of 385 feet.

Unfortunately, during those 7 years, Elon Musk created SpaceX and Jeff Bezos founded Blue Origin. Both companies cut the costs of launching things into space by means of re-usable rockets. Ant they are just two of several innovative approaches to send things into “infinity and beyond!”

And the thing has yet to fly.

Maybe it will eventually find at the Evergreen Aviation & Space Museum in Oregon alongside the Spruce Goose, another brainchild that became an instant anachronism.

[Click here to read the *Wired* article about the StratoLaunch](#)



The Sampson Switchblade

The perennial favorite of dubious usefulness showed up at AirVenture again this year. The roadable aircraft - or more popularly, the *flying car* - is regularly reincarnated in various forms.

The idea of flying cars goes way back to 1917, when Glenn Curtis created the *Curtis Autoplane*. Between then and now, numerous attempts have been made to creating a useable roadable aircraft, with none drawing any sustained interest among the general public.

Samson introduced its Switchblade to the world at AirVenture 2009. My memory is of an original concept that had wings telescoping out from the body, like those collapsable plastic cups that fascinated us as kids.

Fast forward to AirVenture 2018. The current iteration of the Switchblade has wings that fold forward into the body of the three-wheeled chassis. Unfortunately, the company couldn't demonstrate this key feature, making the excuse that the battery wasn't hooked up. Seriously guys? A decade of development and you couldn't hook up the battery? I had jumper cables in my car that you could have borrowed!

Maybe it's just me, but aren't those wings a little...uh, *little*? Lets just say that the Switchblade really flies: would I have to have the skills of a test pilot to *land* it?

It may have gone noticed, but the development of multi-rotor aircraft that don't require runways seems to have pushed the idea of a flying car off to the side of the

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"Off the Top" continued...

road. While the Switchblade offers the convenience of being able to transition from sky to road in the case of bad weather, to me, the ability of a multi-copter to take off from my driveway and land in the parking lot at work beats that hands down.

And, again, *the thing has yet to fly*.

I can't help but wonder if the Switchblade, like the Stratolauncher, may have missed its window-of-opportunity.

Then again, my wife swears that the older I get, the more of a curmudgeon I become. ✍️

Click here to read about the **Switchblade's** appearance at AirVenture 2018 in Oshkosh

Enter the Blackfly

Speaking of "out-side-the-box" design, take a look at the Blackfly. The fact that something so homely could fly so elegantly dumbfounded me. It's transition from vertical to horizontal flight is utterly simple...and brilliant. The Blackfly was easily the most original personal aircraft at AirVenture 2018. And this one is *already* flying. ✍️

Click here to watch video of the **Blackfly** in flight

Fight *and* Flight

We've all heard and seen reports of the devastation that wildfires have caused up and down the west coast this year. My wife and I have friends in Mariposa, CA who had to evacuate their home because of the Ferguson Fire that ravaged the area around Yosemite. Fortunately, the tireless efforts of fire crews have allowed them to return to a still-intact home.

Then they received the devastating news that one of the firefighters that they knew personally had lost his life in the blaze.

Images of tankers flying through blinding smoke to drop water and fire retardant are incredible. One



Photo courtesy of the Mariposa Gazette

firefighter learned to fly helicopters shortly after graduating high school and is now the co-pilot of a massive Sikorsky CH-54A Skycrane stationed at the Mariposa Yosemite Airport. With a huge tank slung under its enormous rotors, the Sikorsky is continuously flying into

dangerous situations.

The courage and dedication of the crews on the ground and in the air is extraordinary, including that of 19-year-old CH-54A co-pilot, Ann Hansen. ✍️

Click here to read more about Co-Pilot Ann Hanson

Do you have a bucketful of Clecos you would like to sell or trade?

Are you in need of a run-out propeller so that you can make a wall clock for your spouse's birthday?

Want to give away to a good home that perfectly useable Cirrus SR22 G6 that you no longer need?

Galt Traffic is here to help. You *do* realize that your junk might be - *and hopefully is* - someone else's treasure. So, let our little newsletter help get the word out for you...FREE. Please, no for-profit business ads, just *aviation-related stuff* that may be of interest to other members. Trade it, sell it or give it away, we won't judge. We'll run your classified/want-ad for as long as we deem reasonable. Let's see how this works out!

Email your text and even a photo to editor@eaa932.org.

Question of the Month:

What's your favorite Weather App?



Let me know your preferences and thoughts. We'll try to put all the ideas into an informative article that can be shared by EAA932 members.



Email your response to editor@eaa932.org

The President's Page

Arnie Quast, President, EAA Chapter 932



Hello fellow EAA 932 Members!

I hope that everyone has been enjoying a great summer. August slipped on by us, and here comes fall!

On August 11th we had a fly-out to Rochelle Airport. Three airplanes carrying nine people took part in the a very enjoyable outing. Everyone agreed that we should do more flying together as a chapter.

There is no shortage of great things coming up with the chapter and the airport. Your EAA 932 board has been working hard to put together some cool things to look forward to at Galt Airport.

UPCOMING ELECTIONS AND CHANGES IN BOARD POSITIONS

As we move into the closing months of another year, it's time to elect two chapter officers. Both of the two-year terms for the President and Secretary will end on December 31. Please consider nominating yourself or someone in the chapter who you feel would be a good candidate for either position. Nominations will be accepted over the next two months, with the election taking place at the November gathering. If you have any questions about the duties that come with these positions, or wish to make a nomination, please contact me at president@eaa932.org or Paul Sedlaeck at secretary@eaa932.org.

We are pleased to announce that **Deena Schwartz** has accepted the roll of **At-large Board Member**. One of the initiatives Deena will be helping us with is promoting chapter gatherings and events to a greater level. Deena is a private pilot and owns a beautiful Cessna 182 based at Galt.

In addition, Chapter member **Justin Thuma** has agreed to lend his expertise to our foray into social media. Welcome to the team, Deena and Justin!

Daniella Knoll has agreed to step up to fill the position of **Young Eagles Coordinator**. As many of you know, Daniella has been very successful in helping us coordinate pilots and passengers at

previous Young Eagles events. Daniella and her husband, Jeremy, are the owners of Aerosport LLC, distributors of the Bushcat and Sling light sport aircraft. Thank you, Daniella, for helping us out!

There has also been a change in our **Newsletter Editor** position. Chapter member **Jerry Thomas** is now editing this newsletter and helping to maintain our award-winning website. Jerry has a background in commercial art and advertising. He recently returned to earning his private pilot license after a long break. Please welcome Jerry in his new role.

UPCOMING EVENTS

As September approaches, we will have our regular chapter gathering on Saturday, **September 8th**. Our theme for the gathering will be *Foreflight and Flapjacks*. Come join us for a hearty pancake breakfast at 8:30am followed by Paul Sedlacek's presentation on *Advanced Foreflight Techniques*.

On **September 15th** we will host a *Family Night* at the pond at Galt Airport. The event will start around 5:00pm and run until everyone tires out. The chapter will provide food and non-alcoholic beverages. If you prefer a beverage with more octane, please BYOB. Donations toward our scholarship fund are welcome.

Looking to **October 13th**, we will again host our annual *Planes and Puppies* event in conjunction with a *Young Eagles Rally*. Pilots and ground support volunteers will be needed to staff the Young Eagles event.

As always, please visit our chapter website at www.eaa932.org for the latest information on all events.

That's all for now. I hope to see everyone at the upcoming events. Have a great month, and fly safe!

Arnie